



Project Overview and Owner Perspective

Todd Jensen | Project Deputy Director

3/27/2010



Agenda

Project History and Funding

Procurement

Innovation to Meet Project Goals

Progress Update

Project Need

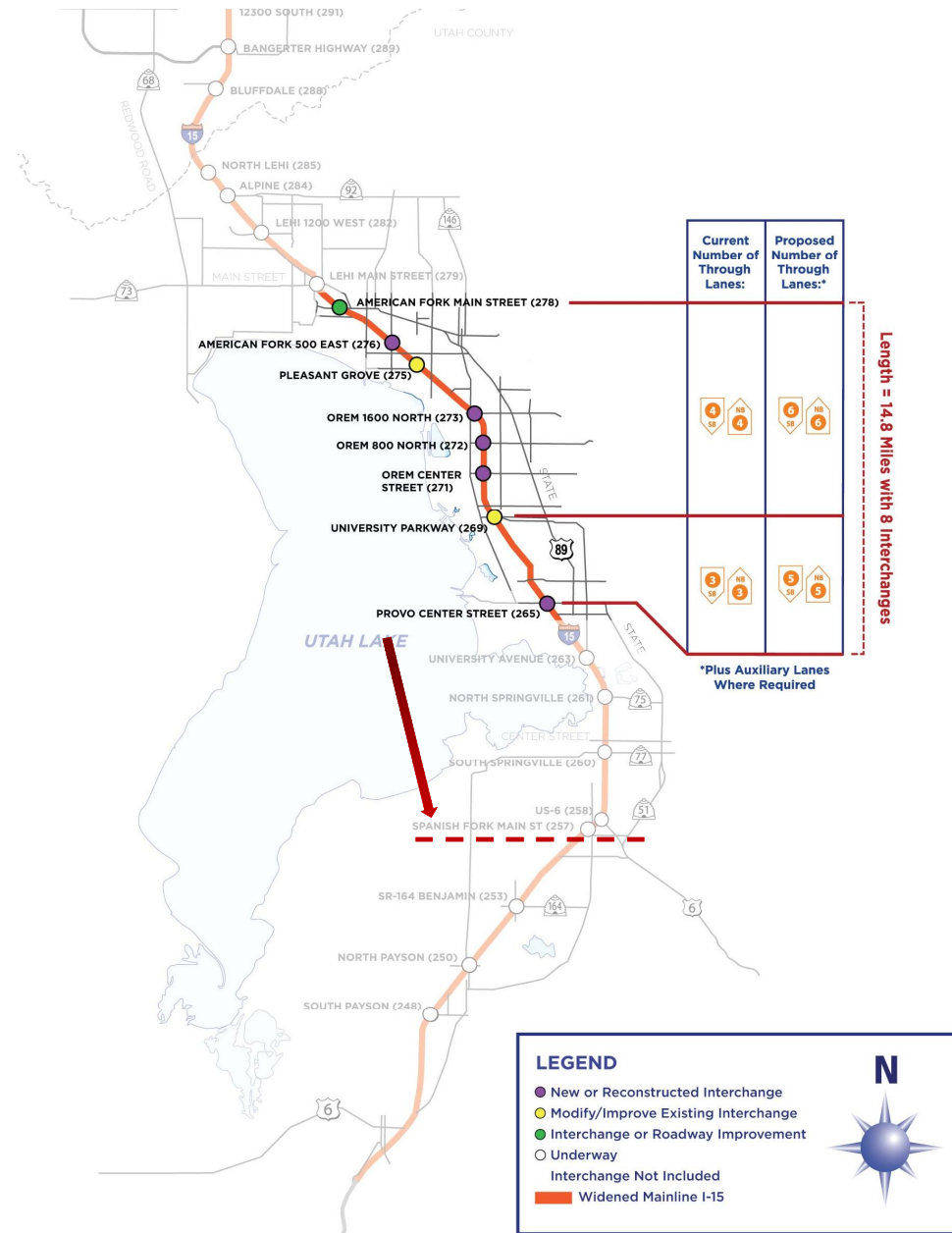
- EIS initiated in 2004
- Utah County annual growth rate of 5.5%
- Projected 2030 Utah County population: 907,210 (a 22-year growth rate of 75%)
- Aging infrastructure 40+ years old



-
- 2008 EIS STUDY AREA**
2008 ESTIMATED COST: \$5 BILLION
- 2009 LEGISLATURE ALLOCATED:**
\$1.725 BILLION
- 2008 LEGISLATURE PLANNED:**
\$2.63 BILLION
- PROJECT GOAL TO EXTEND IMPROVEMENTS SOUTH**
- Key locations and road numbers along the I-15 corridor include: 12300 SOUTH (291), BANGERTE HIGHWAY (289), BLUFFDALE (288), NORTH LEHI (285), ALPINE (284), LEHI 1200 WEST (282), LEHI MAIN STREET (279), AMERICAN FORK MAIN STREET (278), AMERICAN FORK 500 EAST (276), PLEASANT GROVE (275), OREM 1600 NORTH (273), OREM 800 NORTH (272), OREM CENTER STREET (271), UNIVERSITY PARKWAY (269), PROVO CENTER STREET (265), SOUTH SPRINGVILLE (260), SPANISH FORK MAIN ST (257), SR-164 BEN JAMIN (253), NORTH PAYSON (250), and SOUTH PAYSON (248). Major roads shown include I-15, I-92, I-40, I-63, I-76, I-86, I-89, I-90, I-94, I-95, I-96, I-97, I-98, I-99, I-100, I-101, I-102, I-103, I-104, I-105, I-106, I-107, I-108, I-109, I-110, I-111, I-112, I-113, I-114, I-115, I-116, I-117, I-118, I-119, I-120, I-121, I-122, I-123, I-124, I-125, I-126, I-127, I-128, I-129, I-130, I-131, I-132, I-133, I-134, I-135, I-136, I-137, I-138, I-139, I-140, I-141, I-142, I-143, I-144, I-145, I-146, I-147, I-148, I-149, I-150, I-151, I-152, I-153, I-154, I-155, I-156, I-157, I-158, I-159, I-160, I-161, I-162, I-163, I-164, I-165, I-166, I-167, I-168, I-169, I-170, I-171, I-172, I-173, I-174, I-175, I-176, I-177, I-178, I-179, I-180, I-181, I-182, I-183, I-184, I-185, I-186, I-187, I-188, I-189, I-190, I-191, I-192, I-193, I-194, I-195, I-196, I-197, I-198, I-199, I-200, I-201, I-202, I-203, I-204, I-205, I-206, I-207, I-208, I-209, I-210, I-211, I-212, I-213, I-214, I-215, I-216, I-217, I-218, I-219, I-220, I-221, I-222, I-223, I-224, I-225, I-226, I-227, I-228, I-229, I-230, I-231, I-232, I-233, I-234, I-235, I-236, I-237, I-238, I-239, I-240, I-241, I-242, I-243, I-244, I-245, I-246, I-247, I-248, I-249, I-250, I-251, I-252, I-253, I-254, I-255, I-256, I-257, I-258, I-259, I-260, I-261, I-262, I-263, I-264, I-265, I-266, I-267, I-268, I-269, I-270, I-271, I-272, I-273, I-274, I-275, I-276, I-277, I-278, I-279, I-280, I-281, I-282, I-283, I-284, I-285, I-286, I-287, I-288, I-289, I-290, I-291, I-292, I-293, I-294, I-295, I-296, I-297, I-298, I-299, I-300, I-301, I-302, I-303, I-304, I-305, I-306, I-307, I-308, I-309, I-310, I-311, I-312, I-313, I-314, I-315, I-316, I-317, I-318, I-319, I-320, I-321, I-322, I-323, I-324, I-325, I-326, I-327, I-328, I-329, I-330, I-331, I-332, I-333, I-334, I-335, I-336, I-337, I-338, I-339, I-340, I-341, I-342, I-343, I-344, I-345, I-346, I-347, I-348, I-349, I-350, I-351, I-352, I-353, I-354, I-355, I-356, I-357, I-358, I-359, I-360, I-361, I-362, I-363, I-364, I-365, I-366, I-367, I-368, I-369, I-370, I-371, I-372, I-373, I-374, I-375, I-376, I-377, I-378, I-379, I-380, I-381, I-382, I-383, I-384, I-385, I-386, I-387, I-388, I-389, I-390, I-391, I-392, I-393, I-394, I-395, I-396, I-397, I-398, I-399, I-400, I-401, I-402, I-403, I-404, I-405, I-406, I-407, I-408, I-409, I-410, I-411, I-412, I-413, I-414, I-415, I-416, I-417, I-418, I-419, I-420, I-421, I-422, I-423, I-424, I-425, I-426, I-427, I-428, I-429, I-430, I-431, I-432, I-433, I-434, I-435, I-436, I-437, I-438, I-439, I-440, I-441, I-442, I-443, I-444, I-445, I-446, I-447, I-448, I-449, I-450, I-451, I-452, I-453, I-454, I-455, I-456, I-457, I-458, I-459, I-460, I-461, I-462, I-463, I-464, I-465, I-466, I-467, I-468, I-469, I-470, I-471, I-472, I-473, I-474, I-475, I-476, I-477, I-478, I-479, I-480, I-481, I-482, I-483, I-484, I-485, I-486, I-487, I-488, I-489, I-490, I-491, I-492, I-493, I-494, I-495, I-496, I-497, I-498, I-499, I-500, I-501, I-502, I-503, I-504, I-505, I-506, I-507, I-508, I-509, I-510, I-511, I-512, I-513, I-514, I-515, I-516, I-517, I-518, I-519, I-520, I-521, I-522, I-523, I-524, I-525, I-526, I-527, I-528, I-529, I-530, I-531, I-532, I-533, I-534, I-535, I-536, I-537, I-538, I-539, I-540, I-541, I-542, I-543, I-544, I-545, I-546, I-547, I-548, I-549, I-550, I-551, I-552, I-553, I-554, I-555, I-556, I-557, I-558, I-559, I-560, I-561, I-562, I-563, I-564, I-565, I-566, I-567, I-568, I-569, I-570, I-571, I-572, I-573, I-574, I-575, I-576, I-577, I-578, I-579, I-580, I-581, I-582, I-583, I-584, I-585, I-586, I-587, I-588, I-589, I-590, I-591, I-592, I-593, I-594, I-595, I-596, I-597, I-598, I-599, I-600, I-601, I-602, I-603, I-604, I-605, I-606, I-607, I-608, I-609, I-610, I-611, I-612, I-613, I-614, I-615, I-616, I-617, I-618, I-619, I-620, I-621, I-622, I-623, I-624, I-625, I-626, I-627, I-628, I-629, I-630, I-631, I-632, I-633, I-634, I-635, I-636, I-637, I-638, I-639, I-640, I-641, I-642, I-643, I-644, I-645, I-646, I-647, I-648, I-649, I-650, I-651, I-652, I-653, I-654, I-655, I-656, I-657, I-658, I-659, I-660, I-661, I-662, I-663, I-664, I-665, I-666, I-667, I-668, I-669, I-670, I-671, I-672, I-673, I-674, I-675, I-676, I-677, I-678, I-679, I-680, I-681, I-682, I-683, I-684, I-685, I-686, I-687, I-688, I-68

I-15 CORE Plan

- \$1.725 billion allocated
- Project funded from American Fork Main Street to Provo Center Street
- Motto 2: Stretch South



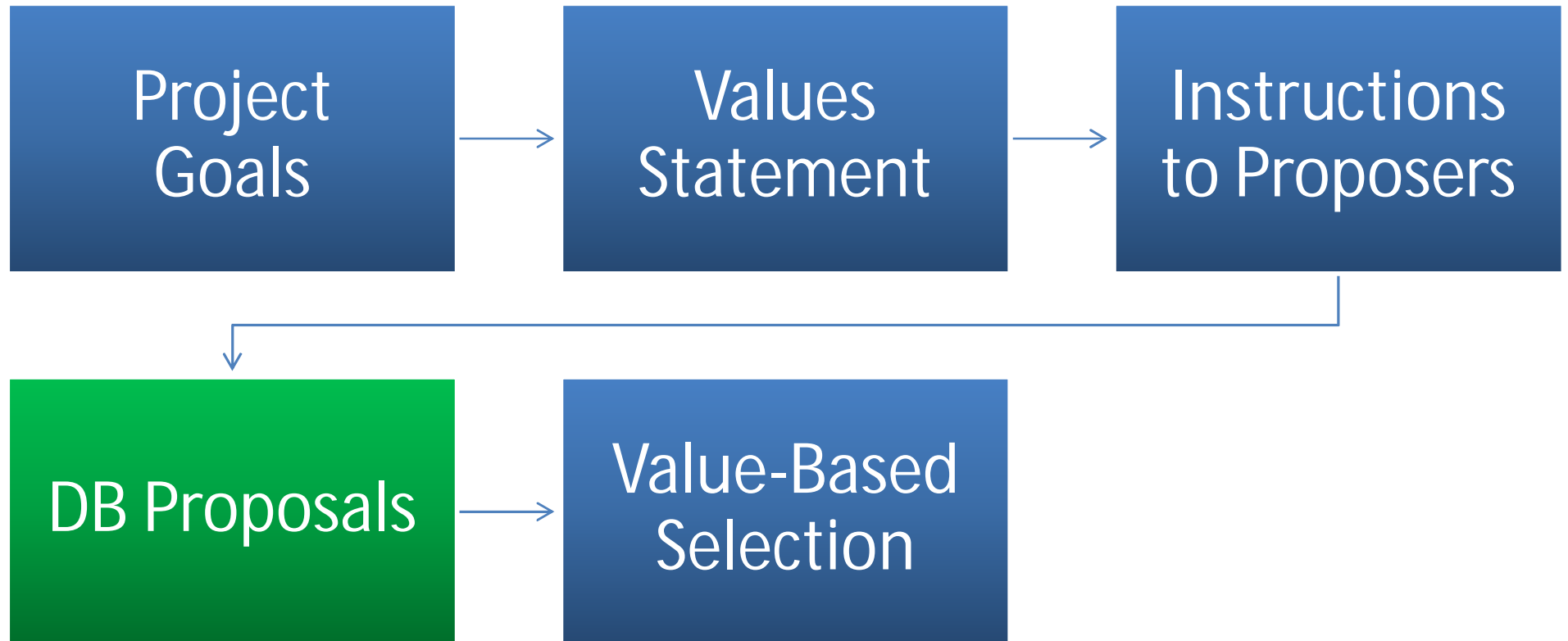
Why Design-Build?

- Shorter overall schedule
- Single entity controlling design and construction
- Better risk allocation
- Flexible scope
- Fixed price

Fixed-Price, Best-Design Approach

- Bidders develop highest-value, creative solution for fixed construction budget
- Proposals evaluated on meeting or exceeding defined criteria, based on project goals
- Fosters competition, innovation
- Best opportunity to achieve the most length, greatest number of improvements for set price

Fixed-Price Procurement Process



Project Goals

Project goals and values approved by Transportation Commission:

Deliver I-15 CORE within the Budget

Provide the Highest Value for the Budget

Minimize Inconvenience to the Public

Complete I-15 CORE by 2014

Uphold the Public Trust

Procurement Schedule

Released RFQ: April 2009

Design-builders submitted SOQs: May 2009

Short listed design-builders: May 2009

Commission endorsed values statement: May 2009

Issued RFP: June 2009

Conducted industry outreach and technical proposal discussions:
June – October 2009

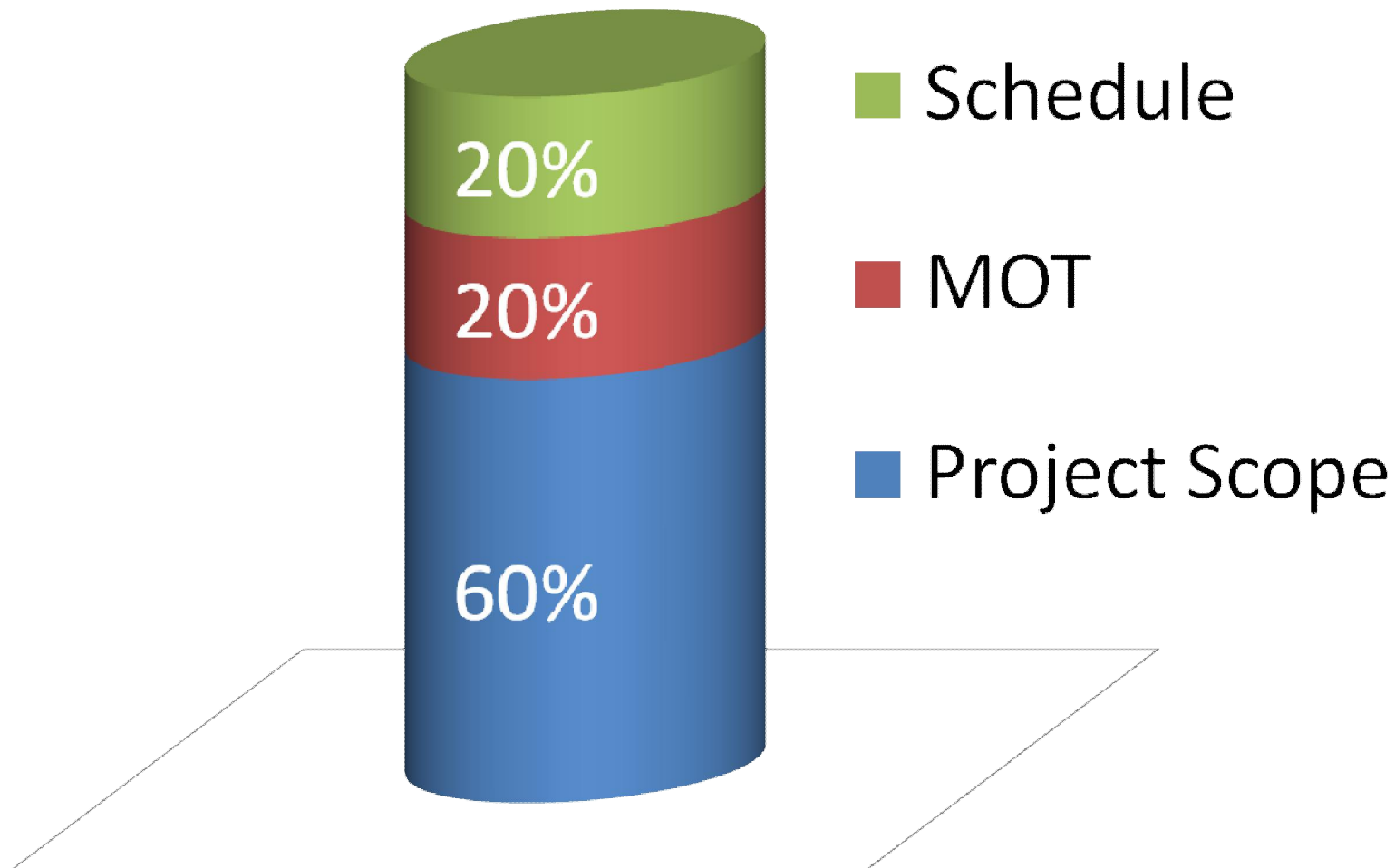
Design-builders submitted proposals: November 19, 2009

Announced selected design-builder: December 9, 2009

Issued NTP1: January 14, 2010

Issued NTP2: April 19, 2010

Proposal Evaluation

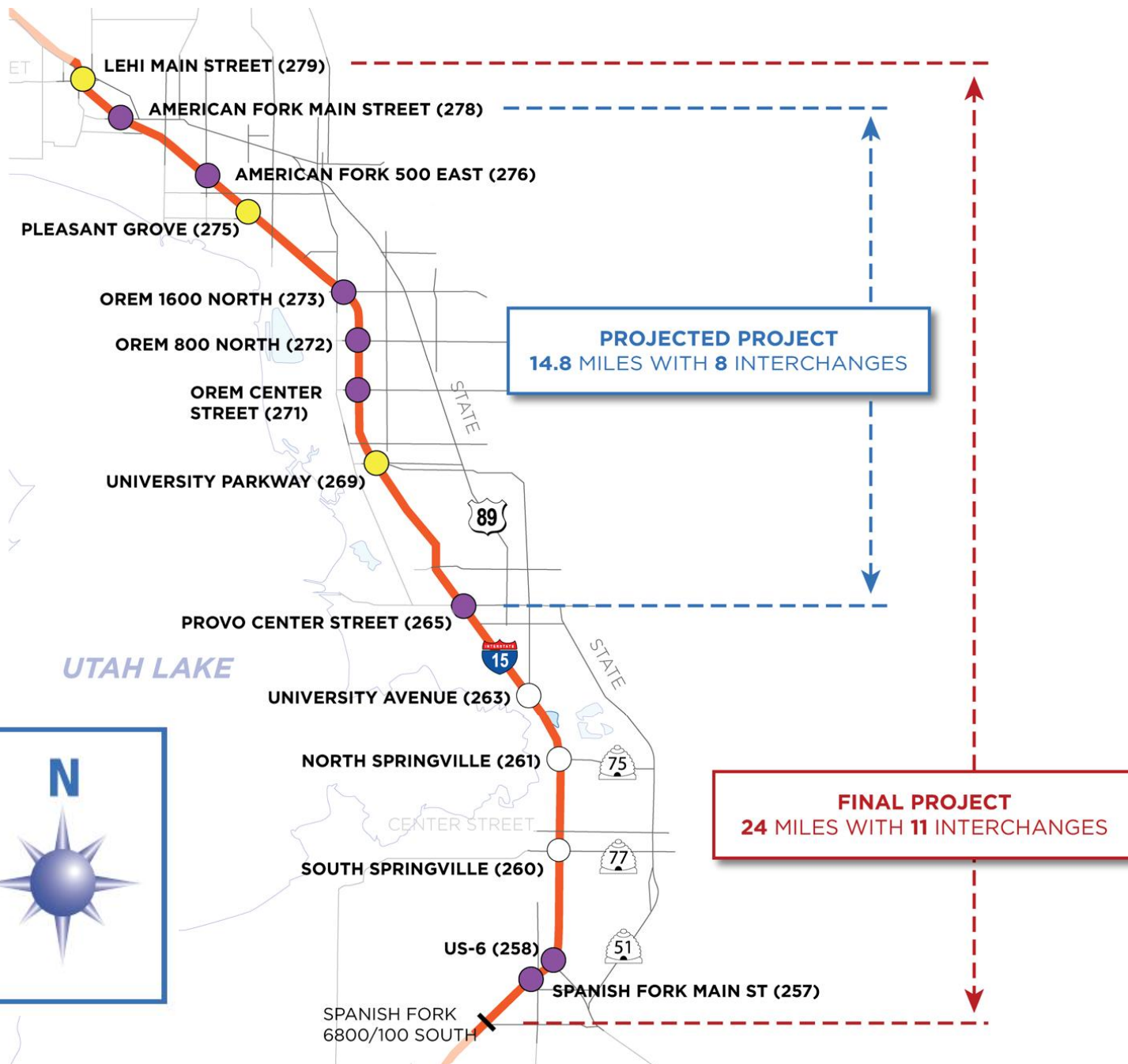


Selected Design-Build Team

Provo River Constructors:

- Fluor Enterprises
- Ames Construction Company
- Ralph L. Wadsworth Construction Company
- Wadsworth Brothers Construction Company
- Fluor/HDR Global Design Consultants
- Michael Baker Jr.
- Jacobs Engineering Group
- H.W. Lochner
- Kleinfelder West
- Intermountain GeoEnvironmental Services
- CRS Consulting Engineers
- Raba-Kistner Consultants
- TransCore IP
- Stillwell & Associates
- Applied Research Associates
- Fehr & Peers Transportation Consultants
- Psomas
- CME Transportation Group

Final Project Scope



- Provided best balance of scope, schedule and MOT
- 40-year concrete pavement along entire corridor
- Current number of lanes open both southbound and northbound during the majority of construction
- Accelerated schedule

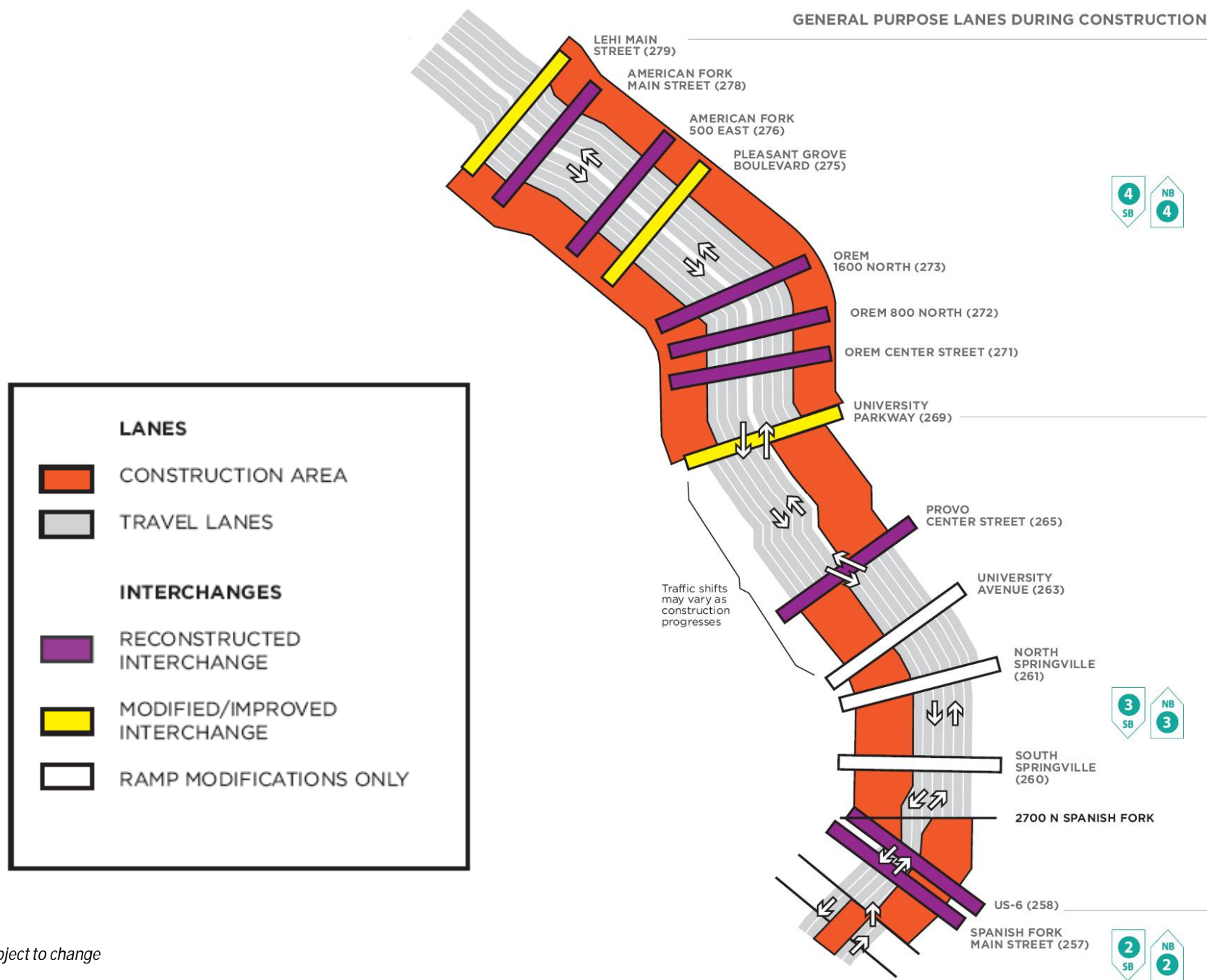
UDOT Goal:

Minimize Inconvenience to the Public

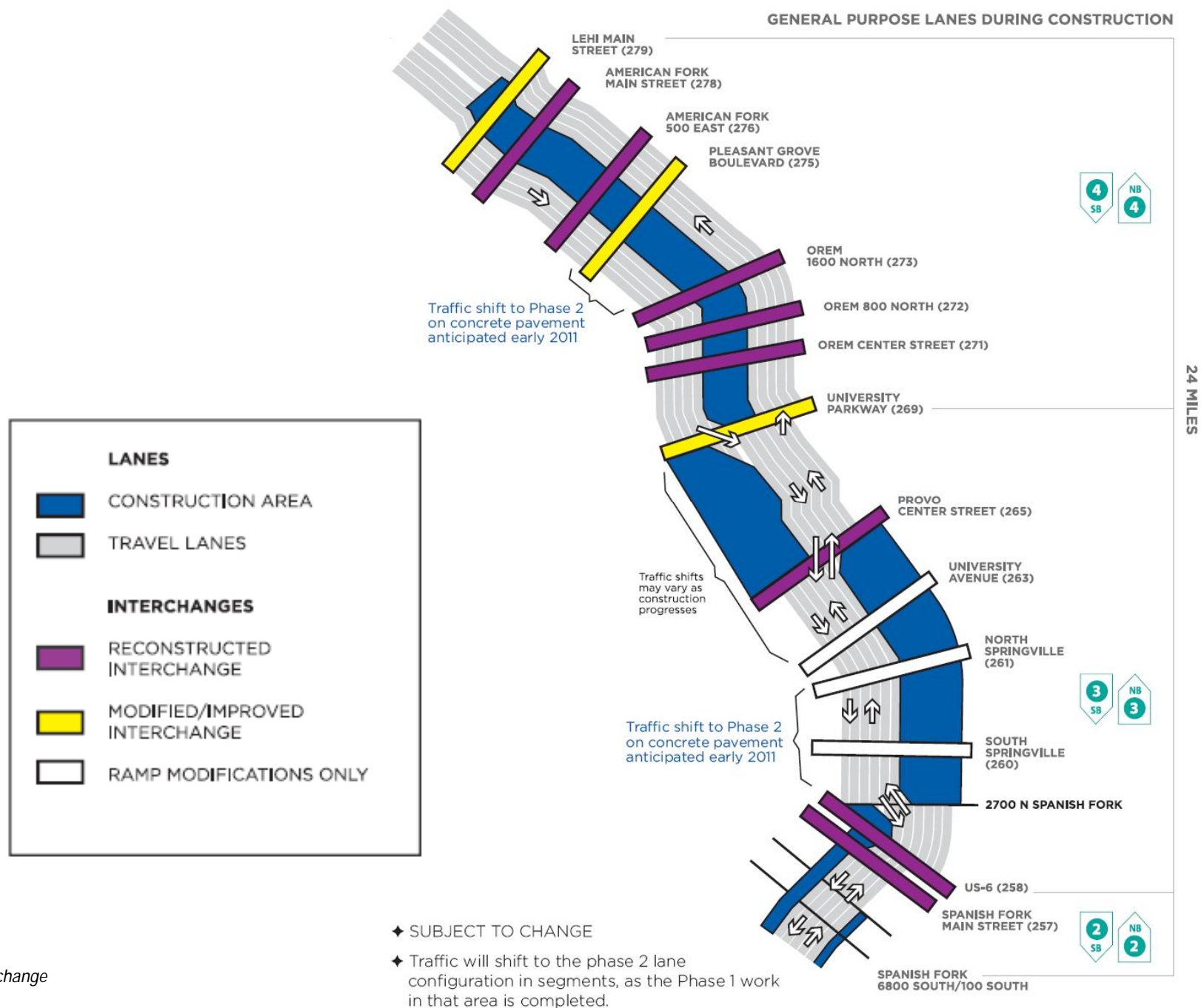
Contractor Solutions:

1. Maintenance of Traffic Plan
2. Accelerated Bridge Construction

Phase 1 Traffic Configuration



Phase 2 Traffic Configuration



Head-to-Head Traffic Configuration



Inside-Outside Traffic Configuration



Keeping Orem Center Street Interchange Open

- Traffic moved to inside while outside is reconstructed



Keeping American Fork 500 East Open

- Old bridge was operational while new bridges were constructed on both sides



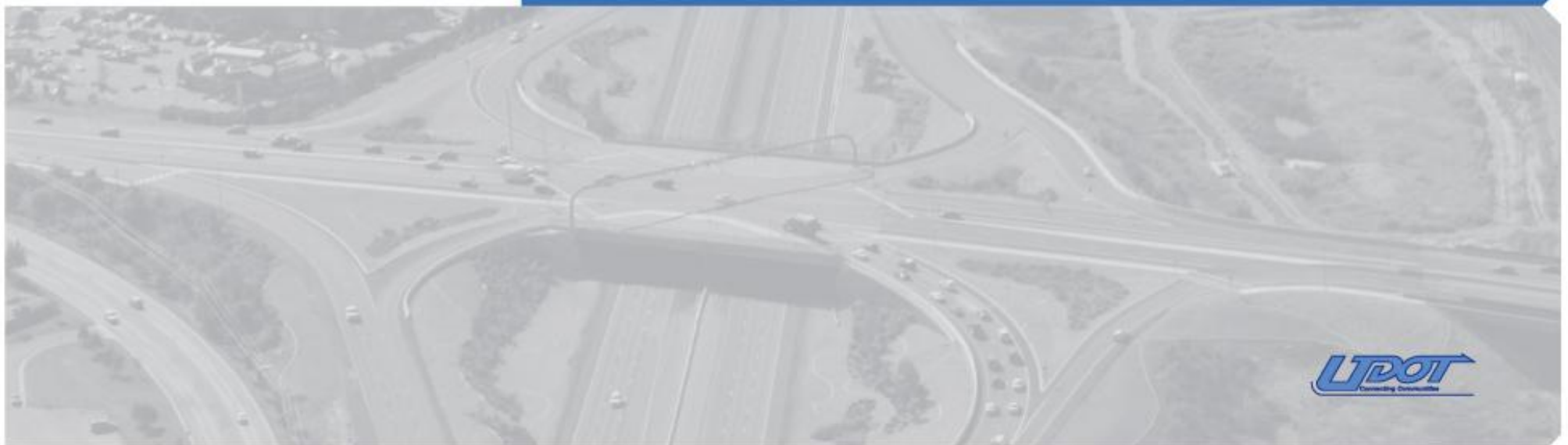
Accelerated Bridge Construction

- 6 bridge moves on I-15 CORE
- Other ABC techniques in use throughout





Construction Progress



Progress Update

- Notice to Proceed 2 – April 19, 2010
- Expending about \$1 million a day
- 97% design completion to date
- Project currently 1/3 complete
- Current PRC staff and crew: 1,400

Earth Work

- 3.7 million tons of fill



Bridges

- 31 bridges currently under construction



Drainage

- 22 miles of pipeline laid



Concrete Paving

- 405,000 square yards of concrete placed to date
- 57 lane miles completed



Project Schedule

2011

- Phase 2 traffic shift onto permanent roadway
- Three bridge moves
- Extensive interchange work in all areas
- Continued paving and bridge work

2012

- Lehi and American Fork completion in June
- Project completion in December

For More Information

Weekly e-mail updates: [sign up at udot.utah.gov/i15core](http://udot.utah.gov/i15core)

Website: udot.utah.gov/i15core


Text messaging: text "i15" to 53535

E-mail: i15core@utah.gov

Hotline: 1-888-i15core
(1-888-415-2673)

Facebook: facebook.com/i15core

Twitter: twitter.com/i15core




WARNING:
I-15 Nighttime Closures

The following freeway closures will occur at night, beginning at 11 p.m. and ending at 5:30 a.m. the following morning:

- Oct. 1: Northbound I-15 at American Fork 500 East (exit 276)
- Oct. 2: Southbound I-15 at American Fork 500 East (exit 276)
- Oct. 4: Both directions between 400 South in Springville (Exit 260) and Main Street in Spanish Fork (Exit 257)

FREEWAY CLOSED AT NIGHT OCTOBER 1, 2 & 4



Get the Low Down On the Slow Down at udot.utah.gov/i15core

Web: udot.utah.gov/i15core
E-mail: i15core@utah.gov
Hotline: 1.888.i15core (415.2673)
Text: "i15" to 53535

Remember, don't text and drive

UTAH COUNTY
C15RE
CORRIDOR EXPANSION
A UDOT Project